

# Hongkong Daily Press.

ESTABLISHED 1857.

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PURE NON-ALCOHOLIC  
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IT AT ONCE RELIEVES THE SKIN  
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We are Sole Agents for the following:  
MONOPOLE, FUTURE, CENTAUR, and  
NEW PREMIER CYCLES. Best American  
Machines in the Market, always on hand  
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MOTOR CYCLES, MAIL CARTS,  
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New Season's Selected  
GINGER AND FRUITS  
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Hongkong, 19th August, 1904.

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A FIRST CLASS HOTEL Situated near  
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Excellent Cuisine and Wines.  
Large and lofty Rooms, Elegantly Furnished  
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Special Rates for Tourists.  
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FIRST-CLASS PRIVATE HOTEL.  
Cool Rooms, Elaborately Furnished. Com-  
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For terms apply—  
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LARGE STOCK  
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IN CASES OF 4 DOZ. BOTTLES.

IN CASES OF 8 DOZ. 1 BOTTLES.

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**SUPERB OLD COGNAC,**  
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.  
Less old than the above.

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**THE ELITE OF WHISKY—  
THE "PALL MALL."**  
\$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

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BLEND WHISKY,**  
\$11.00 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

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See analysis and certificate by Professor Cassal.

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A fine, full, and fruity wine.

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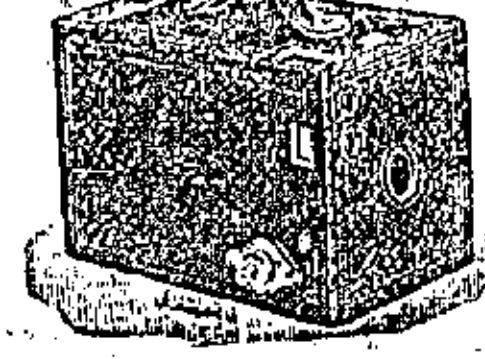
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**"WALK OVER" BOOTS**

AMERICAN MAKE.

**BLACK. BROWN. WHITE.**

NEW STOCKS JUST RECEIVED.

**LANE, CRAWFORD & CO.**

Hongkong, 8th July, 1904.

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**PORTLAND CEMENT.**

asks of 375 lbs. net \$5.00 per Cask ex Factory.

Bags of 250 lbs. net \$3.20 per bag ex Factory.

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Hongkong, 1st September, 1904.

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ELEGANTLY FURNISHED ROOMS

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THE STANDARD LIFE OFFICE.

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THE Accumulated Funds of the Company

are nearly

£11,000,000.

and the annual revenue is at the rate of

£3600

PER DAY.

**DODWELL & CO., LD.,**

Agents.

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**HONGKONG HOTEL**

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing

Music, Ping-pong and Smoking Rooms.

Private Bar and Two Billiard Rooms for

Hotel Residents.

Dining Accommodation for 300 persons.

Private and Special Dining Rooms.

European Chef and Indian Curry Cook.

Ladies' Afternoon Tea Rooms with European

Matron in attendance.

Ladies' Cloak Room.

Hydraulic Elevators to each floor.

Bedroom Accommodation—131 rooms.

Electric Lighting throughout. Electric Fans

in Rooms, if required.

Hot and Cold Water throughout.

Wines and Groceries specially imported by

the Hotel Co.

Wines cooled by Hotel refrigerators.

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machinery.

Fire Extinguishing Mains and Emergency

Exits on every floor.

MODERATE CHARGES! NO EXTRAS!

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**THE  
PEAK HOTEL.**

Admirably Situated. Sheltered from the

North-East Monsoon and Open to the South

West Monsoon.

A COVERED GANGWAY LEADS

FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

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Hongkong, 10th June 1903.

**KING EDWARD HOTEL.**

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if

required).

Electric Passenger Elevator to each floor.

Table d'hôte at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 10th June 1903.

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AND  
CANTON  
HOTELS.**

**A LITTLE CHANGE.**

THE Round Trip from HONGKONG

to MACAO, thence to CANTON and back to

Hongkong, will be found interesting and

enjoyable

**WM. FARMER,**

Proprietor.

Hongkong, 12th October, 1903.

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(HOTEL-SANITARIUM OF SOUTH

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**MACAO**

HAS been re-opened under European

management and most strict supervision

as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of

a few days rest and quiet.



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ESTABLISHED A.D. 1841.

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**DISPENSARY.**

ALEXANDRA BUILDINGS.

HAVE THE  
FINEST SELECTION  
OF  
**PERFUMERY.**  
**SOAPS.**  
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**EAST.**

**A. S. WATSON & CO.**  
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Only communications relating to the news columns should be addressed to the Editor. Correspondents must forward their names and all articles with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telephone Address: P. 131. Cables: A.S.W.C. 5th Ed. Lieber's P.O. Box, 33. Telephone No. 12.

**BIRTH.**  
On the 25th August, at Kuling, the wife of WILLIAM KELLY, of a son.

**MARRIAGES.**  
On the 3rd August, at St. Joseph's Cathedral, Shanghai, by the Rev. Father Kennedy, EDWARD, only son of the late Captain SAMUEL LORR, to MARY ANN REID, of Austria. Nagasaki papers, please copy.

On the 6th September, at St. John's Pro-Cathedral, Shanghai, by the Ven. Rev. Archdeacon Thomson, the Rev. ROBERT C. WILSON, of Bethel, Vermont, to SARAH TAYLOR REID, second daughter of the late JOHN REID, of South Carolina.

On the 1st August, at War (England), LUDIA, widow of Right Rev. G. SMITH, D.D., first Bishop of Victoria, Hongkong, aged 55 years.

**The Daily Press.**

HONGKONG OFFICE: 14, DE VOUX ROAD, C.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, SEPTEMBER 15TH, 1904.

WHATEVER be the military results of the Russo-Japanese war, it is certain that they will end in a diplomatic campaign, only equalled in intensity by the international struggle which followed the final defeat of NAPOLEON at the battle of Waterloo. The whole of Europe in fact is laying itself out for the battle of the diplomats; and indications are not wanting that it is one which will need the entire devotion of our ablest sons. A feather shows how the wind blows, and one of two of these feathers are already in the air. One of these is not inaptly heard of from Peking. The position of France in face of the ever-recurring missionary question is a case in point. While modern France has at home been endeavouring to free itself from its traditional dependence on the ultramontane section of the Church at Rome, abroad she has ever been, mainly for political purposes, the staunchest supporter of the ultramontane element. The policy here is of no recent growth, but has been traditional ever since Crovis availed himself of the good offices of the Church to complete his victory over the Gothic kingdoms, and her greatest kings and statesmen have ever since followed in his steps, and up till the recent differences

with the Vatican it has continued the ruling policy of the Republic. Some quarter of a century ago China made efforts to deal with the Vatican direct, but as at the time such a solution did not comport with the views and immediate interests of either Rome or France, the attempt was hopeless from its very beginning. The idea of Pekinese statesmen, that they could obtain better terms by dealing with the Vatican direct than through the medium of France, has all the while lain dormant, and has never been really extinguished, and the reason to believe that Germany was more or less concerned in keeping it alive. It need therefore excite little surprise that in view of the unfriendly feeling just now existing between France and the Pope the idea has been once more revived. It is hardly likely that it will be more successful than before, but the very fact that it has been broached may lead the statesmen who now preside over French interests to reconsider the difficulties of the case, and propose themselves some modifications in their relations with the Vatican.

Then again a new modification, said to have been suggested from India, has been proposed in the relations of the Indian Government with the further East. The new scheme suggests that Burma should be parted from India, and formed into another great dependency to include the present Straits Settlements and the dependent Native States. Why it should be brought forward at the present moment is not very clear, nor why it should have ostensibly come from India. It is of course quite feasible that Lord Curzon should desire some alleviation of the awful weight of responsibility at present resting on the shoulders of the Indian Viceroyalty; but then, on the other hand, Burma has at times afforded financial relief to India when the latter has been taxed beyond her strength by some unexpected crisis, as in the late

famines. India and Burma have had a tendency to oscillate; evil times in one have been concurrent with surpluses in the other, and the balance has thus been kept remarkably steady, without overburdening either. The more probable reason of the suggested radical change is the increasing importance from an Imperial standpoint of the Pacific Ocean; and the scheme undoubtedly points to some more definite annihilation of Imperial interests than is practical under the present system. Then again, Germany has been recently displaying more anxiety regarding her position, and is certainly making strenuous efforts to extend her influence in Shantung, and to carry it across the peninsula to the coast of the Gulf of Pechili. This shows itself in ways apparently petty, as in the refusal of the German Consul at Chefoo, doubtless acting under superior instructions, to join in a harmless scheme for the creation of an international settlement on the model of Shanghai, as also in details connected with the working of the railway to Tsinan, in marked contrast with the system prevailing on the Imperial Railways in Chihli.

Russian policy as exhibited through her representative at Peking does not materially differ from what it has ever been. It consists, as before the war, of seeking to pose as the disinterested friend of China, and seeking to widen such rifts in the councils of the other Powers as must of necessity display themselves. The old game of the Friend of China has been pretty well exposed by recent affairs. On pretence of guarding the interests of the "Friend" Russia succeeded in exploiting the pockets of her trusting dupes, but her ability to help has vanished with the exposures of the campaign. China would be a fool not to see the moral; and probably even the Empress Dowager, who looked to Russia to support her with material aid in carrying out her revolutionary policy, is pretty well convinced of her inability to render her any tangible help.

Looking across the Pacific, the States are under their momentary quarrelsome paralysis, and though the indications are all in favour of her recent more active policy being resumed, probably with increased vim, at the moment nothing is apparent on the surface. One thing is, however, missing. Our own Government has as yet scarcely risen to the comprehension of how intimately the interests of our great colonies of Canada and Australia are concerned in the solution of the problem. Fortunately our greatest statesmen of the day are intimately connected with our Imperial as distinct from our merely European interests; it is surely a time when we should seek to draw closer the links which bind us to our great dependencies.

Yesterday's plagues report: nil.

The Chinese gunboat *Kwang Kua* arrived from Fu-mun yesterday.

Correspondence: Two letters to the Press will be found on page 5.

The notorious Chang Pei-lun, son-in-law of Li Hung-chang, is dead.

The Japanese have been distributing relief to the Chinese round Hanchow.

The China Medal with clasp for the relief of Peking has been presented to Mr. A. W. Harvey Bellingham.

The English and German Mail of the 13th and 17th August was delivered in London on the 12th inst.

Telegraphic information was received in Shanghai on the 5th instant of the death at Hankow of Mr. R. Rorden, Upper Yangtze pilot.

A Chinaman in the witness box was yesterday ordered by Mr. Wolfe to desist from himself, and to learn manners. The youth was arrogant in bearing.

The M. M. s.s. *Australien*, from Marseilles via Saigon yesterday, reports having passed the wreck of the *Tamise*, sunk on Three Kings Reef near Ninye Sang.

The Rt. Rev. Piazzi, Roman Catholic Bishop of Hongkong, broke his journey to Italy at Colombo, owing to poor health. He was visited by Sir Henry Blake.

Hsichien is anxiously awaiting the plans which have been promised by the agents to the company promoted by the Nanking Viceroy and certain Shanghai leaders.

The committee of Victoria Recreation Club are discussing the matter of encouraging yachting. They propose that any members desirous of taking part in this sport should order small one-design sailing-boats, costing from \$200 to \$250 each.

This little shot, by a Japanese, is unkind, but excusable. "Some of the Japanese papers express their admiration of the manner in which the Russians are conducting their retreat, a manoeuvre of which the Japanese have no experience."

A telegram from Newchwang reports a collision that occurred on the 6th instant between the steamer *Yatsu Maru* and the gunboat *Atago* at Newchwang. The *Yatsu Maru* sank at 2:30 p.m. in front of the Eastern Customs. The total loss is estimated at a hundred thousand yen.

The British s.s. *Ellerie* (Capt. McLeod), 2,322 tons net register, which left New York on the 3rd July, arrived at Woosung on the 3rd instant. She was lightened at Woosung, but being trimmed fine to pass the bar with only about an inch to spare, lost steering control, and in attempting to come up river on the 5th went ashore off Pleasant Point.

Nagasaki put on its gala dress on the 5th instant, to celebrate the Japanese successes at Liaoyang. Almost every native house was decorated with the national flag and large lanterns showing the national emblem. Most of the large buildings were elaborately decorated, and in the foreign settlement many of the private residences revealed the sympathy of the inhabitants with Japan.

In response to their representations on behalf of the captives, officers, and seamen of British vessels either sunk or seized by Russian ships of war, the Merchant Service Guild has just received a communication from the Foreign Office stating that His Majesty's Government is fully aware of the position in which the officers and crews of such vessels are placed, and that they are endeavouring to ensure them all proper protection.

Sergeant Morris, of the Royal Garrison Artillery, Hongkong, is returning from leave by the next English Mail. He was to have married in May last Miss Gorham, late of Hongkong, but since the latter's arrival in England she has been in the Royal Hospital, Southampton, where she has undergone a critical operation. The wedding has therefore had to be postponed. According to latest news, Miss Gorham is now well on the road to recovery.

Telegraphing Tokyo on the 5th instant, the N.C. Daily News correspondent says: The official estimates of the rice crop forecast an extraordinary harvest exceeding fifty million koku (250,000,000 bushels), twenty per cent. above the average, and breaking the record in the memory of the oldest inhabitant. There will be no necessity to import rice, thus making the balance of trade favourable. The yields of barley, tea, and cocoons are also excellent.

The Shanghai police looked up an American sailor who had a loaded revolver, and seemed drunk. Consul Goddard, having tried the case, confiscated the revolver; and as the Court rose, he said to the English constable Goddard: "As you have succeeded so well in preventing any possible disturbance on the part of the accused, who has been in trouble before, I have much pleasure in presenting you with the revolver with my compliments."

Many Parses met yesterday morning at the Parsee Club premises. The "Japan" ceremony of "Naroz" (new year) was performed by the Parsee "Dastoor" (priest), Sorab Jamsajee. After the religious prayer and "Hamaz" ceremony, the crowd dispersed. King Yezdeed, the last of the Parsee Kings came to the throne of Persia 1,274 years ago to-day. Many of the Parses closed their business premises at noon. [Continued.]

At the Supreme Court yesterday, in summary jurisdiction, J. B. Barker, staying at Thomas Hotel, was sued by Cassam Amed for \$37, money due for clothes supplied. His Honour T. Sercombe Smith, the Puisne Judge, gave judgment for the plaintiff with costs.

American, Danish, Dutch, English, French, German, Irish, Japanese, Scotch, and Swiss teams (of four men each) are expected to compete in an international walking match at Shanghai on Sunday, the 16th October next. If fairly represented, the Japanese are our "selection."

An extraordinary general meeting of the Hongkong Steam Water Road Co., Ltd., is called for the 22nd inst., to consider, and if thought desirable, to pass certain resolutions relevant to the acquisition of Messrs. Lane, Crawford & Co.'s water supply business. Full particulars appear on another page.

The Chinese soldiers massed outside the old city of Yangpingfa have devised a somewhat unusual scheme for directing people to the camp. Along the road that runs from the East gate of the city, on the walls of various temples and compounds, they have painted the figure of a foreign soldier. It is curious to meet a native painting of a German or Japanese soldier standing to the salute, in a district so generally free from the actual presence of foreigners, other than missionaries.

Here is a paragraph from the leading paper in Natal:—"I have decided to award a cake of blacking to the Editor of the *Tickey Tribune* for his princely impartiality in the distribution of thinly-veiled abuse. Why, ah, why, in these days of Women's Rights, should we uphold old-fashioned and obsolete notions of gentleness? If the Editor of the said *Tickey Tribune* will call at this office, he may become acquainted not only with the said cake, but with the host to which it naturally appertains."

By kind permission of Lieut.-Col. Fremonger and officers the band of the 33rd Burma Infantry will play this programme at the Kowloon Hotel, during dinner, this evening (weather permitting): March, "The Star of Bobbie Burns," Old Home, Overture, "Moloss," Elliot Selection, "The Belle of New York," Korker, Barn Dance, "The Circus Girl," Kiebert Selection, "Utopia Limited," Sullivan, Waltz, "Sweet Brian," Lowthian, Galop, "The Cyclists," Kipler.

The marriage of Miss MacEwen, the eldest daughter of Mr. A. MacEwen, The Grove, Hollington, and Mr. Sidney Barton, took place at Hollington about the end of July. A large number witnessed the union of the daughter of the popular President of the Hastings and St. Leonard's Conservative Association, and the representative of His Majesty's Consular Service in far-off China. Visitors from China and Japan, says a home paper, quoted by the *Shanghai Daily News*, were among the guests, the bride's father having been associated with the East.

Messages of congratulation, including about 20 telegrams, have been constantly pouring in upon the residence in Tokyo of Admiral Kaminura, who sank the *Rurik* and badly defeated two other Vladivostok raiders on the 14th inst. A postal card written by a woman who lost her son in the *Kinsaku Maru*, expressed her unmixed joy over the avenging success, fully achieved by the Admiral. The Emperor has also again addressed the gallant Admiral as to the destruction of the *Nurik*. The Admiral's fortune has certainly turned, remarks the Tokyo correspondent of a Shanghai journal.

The Shanghai Taotai received, on the 8th instant, a petition from a Chinese merchant named Tsing Ming-shien, who represents the owners of a considerable portion of the cargo carried by the *Hoiping* when that vessel was captured by the converted cruiser *Hongkong Maru*, praying that steps be taken to assist the petitioner in requesting the Japanese Government to release his goods, none of which came under the category of contraband of war. The steamer itself having been released, declares the petitioner, his cargo should, therefore, be also returned to him, otherwise the loss he would suffer would be greater than he could possibly bear.

The *Revue de Chine* notes with disapproval an announcement in the *Japan Times* that the Grand Hotel at Yokohama is arranging for a special dinner on the day that Port Arthur is officially reported as captured. This announcement, it says, shows two things. First, that they have never read La Fontaine's fable of the hunter and the bear. Secondly, when Port Arthur falls (if it falls) it will mean the loss of thousands of lives. Blood will have flowed in streams; the screams of the wounded will have been heard; mothers, wives, and sisters will be mourning and lamenting. Is it *l'Echo* enquires, to drown the sounds of woe that this Yokohama jubilee must be held?

The case of Boyd v. The American China Development Company, at the U.S. Consular Court at Shanghai, is attracting much attention in the northern port. At the last hearing, W. P. Boyd, plaintiff, sworn, said that he had been in Shanghai a little over two years. Before coming here he was United States Shipping Commissioner at Honolulu. Prior to that he was a United States Consular clerk for 15 years. The terms of the contract with the defendants were for five years, at a salary of \$500 gold per month. He had been dismissed, without any fault being found, with 37 months of the agreement yet to run, so that he claimed \$18,500 gold. He had made demands for the money and was refused. He had endeavoured to find suitable employment, but had failed to do so. Judgment (on the 8th instant) was reserved.

**TELEGRAMS.**

[REUTERS SERVICE.]

**ANTARCTIC EXPLORER REWARDED.**  
LONDON, 12th September.  
Commander Scott of the *Discovery* has been promoted to the rank of Captain.

**NO HOME RULE FOR PHILIPPINES.**  
LONDON, 12th September.  
President Roosevelt, in accepting his nomination for candidature to the Presidency, justified the foreign policy of the Republic as conducive to peace. He declared that the abandonment of the Philippines would be fraught with disaster.

**NON-COMBATANTS SUFFER AT LIAOYANG.**  
Shantung merchants doing business in Shanghai who have branch agencies in several Manchurian cities have received telegrams from their agents, stating that when the Russians were driven out of Liaoyang many of them took their revenge on inoffensive natives who happened to be in their vicinity, and this coupled with the terrible bombardment of the Japanese artillery caused great destruction of life amongst the population. Several hundred houses have been destroyed, burying under ruins many thousands of unfortunate men, women, and children, while in a number of streets and lanes the bodies of dead natives lie piled up one on top of another, and in some places are breast high. A terrible sight indeed, comments a native writer. It seems that many of the victims were driven out of their dwellings by the bursting of shells within their walls, and when wandering about the streets were shot down or bayoneted.

**IMPORTANT JAPAN-COREA AGREEMENT.**  
Regarding the appointment of foreign financial and diplomatic advisors to the Korean Court, negotiations took place between the Japanese Envoy in Seoul and the Korean Ministers of Foreign Affairs and Finance on the 10th inst., when the following terms were agreed upon and signed:—

1. The Korean Government shall engage a Japanese suggested by the Japanese Government as financial advisor, and all financial affairs shall be executed after consulting his view.

2. The Korean Government shall employ a foreigner recommended by the Japanese Government as a diplomatic advisor, whose view shall be consulted in all diplomatic affairs.

The Japanese financial advisor referred to in the above agreement is Mr. T. Megata, Director of the Tariff Bureau, who was only recently nominated a member of the Upper House. He has been long in the service of the Tokyo Ministers of Finance, and is an excellent authority. Mr. Stevens, councillor to the Japanese Legation in Washington, is to be the diplomatic advisor. He has been in the Japanese service for about twenty years and is quite Japanese.

**ENLIGHTENED OFFICIAL FOR JCHANG.**

An Ichang letter states that Viceroy Chang Chih-tung has appointed Mr. Wang, for many years comprador of Messrs. Butterfield and Swire at Hankow, and Agent for that firm in Ichang, to be Assistant Director of the Ichang Bureau of Foreign Affairs. Mr. Wang is a deputy sub-prefect by rank and one of the returned American students, which speaks for itself as far as knowledge of English and foreign matters is concerned. The fact that there have been recently several anti-Catholic riots in that part of Hupoh province, namely, Ichang and Shihman prefectures, and a lamentable dearth of foreign-educated officials in the Hukwang provinces, were probably the main reasons which prompted Viceroy Chang Chih-tung in selecting Mr. Wang for his present post; and a very good and opportune appointment it is. We may mention, *en passant*, that the present popular and able Taotai of Hankow, His Honour Liang Tun-yen (for many years confidential secretary of the Viceroy), is also a returned American student and an ex-Yale University man. —Y. C. Daily News.

In answer to Sir James Fergusson, Mr. Arnold-Forster stated that there were on the 1st of July last 2,035 three years' men (rank-and-file) of cavalry, artillery, and infantry units on the strength of the army in India who had completed two years' service. Of these 1,192 had elected to extend their service, and 843 did not extend their service. On same date there were 10,246 such men on the strength of the army elsewhere than in India, and of these 1,823 had elected to extend their service, and 8,423 did not extend their service.

It is reported from Seoul that an agreement was signed on the 22nd August between the Japanese Representative and the Korean Acting Minister of Foreign Affairs, binding Korea to consult the Tokyo Government before concluding treaties and granting concessions. The full text of the agreement will be published shortly. This compact virtually establishes Japan's suzerainty over Korea. Despite recent statements made by some foreign correspondents in Seoul, Japan's policy vis-a-vis Korea is now satisfactorily carried out. As for the currency reform, proposed inter alia by the Japanese Minister, Japan will advance Korea a certain sum required for the purpose. [See above.]

**THE WAR**

[FROM OUR OWN CORRESPONDENT.]

**REPORTED CAPTURE OF GENERAL SASSULITCH.**  
LONDON, 13th September.  
It is reported that General Sassulitch and 3,000 men have been captured. (General Sassulitch has had the command of the Russian forces which have opposed Kuroki's advance northward.—E.)

[REUTERS SERVICE.]

**ITS DESTINATION ANNOUNCED.**  
LONDON, 12th September.  
The Russian Baltic fleet has sailed from Kronstadt. Its destination is announced to be the Far East.

**A BREACH OF NEUTRALITY.**  
LONDON, 12th September.  
The Holy Synod has ordered special prayers on Sundays and Festivals throughout the Russian Empire beseeching Heavenly aid for the army fighting against a cruel enemy full of guile.

**RUSSIAN TRANSPORT AT SAN FRANCISCO.**  
LONDON, 12th September.  
It is believed that the object of the Russian transport *Lena's* visit to San Francisco is to watch shipments to Japan. The American Pacific squadron has been instructed to enquire into the intentions of the *Lena*.

**A NOT UNFAVOURABLE RETIREMENT.**  
LONDON, 12th September.  
Reuter's correspondent at Mukden wired on the 10th instant that a portion of the Russians had commenced to retire from Tieling. The advance of the Japanese was slow, and the military situation not unfavourable to the Russians.

[From Northern Papers.]

**JAPAN'S JOY: A WARNING.**  
Tokyo, 5th September.  
There is unmixed joy and intense enthusiasm throughout the Empire over the great victory at Liao.

The whole of Tokyo has been ablaze with flags yesterday and to-day and adorned with "banzai" lanterns, and there have been processions at night. The leading journals, however, warn their readers against being over-enthusiastic. They must fight on until the original object of the war is realised, confident that any mediation is impossible.

**TO KEEP TIME-EXPIRED MEN.**

Tokyo, 5th September.  
A modification of the Conscription Law has been submitted to the Privy Council to-day, prolonging the term of the second reserves.

**CURRENCY REFORM IN CHINA.**

Professor J. W. Jenks left Shanghai for the United States in the *Mongolia*, and we are glad to know that he leaves these shores with the satisfactory conviction that his mission has not been altogether in vain. He has planted, it is for others to water, and the increase will come. Thoroughly conversant as he is with his subject on every side, a clear and cogent writer, a very able speaker, and a man of winning personality, he was the best choice that the United States Government could possibly have made when the Chinese asked for a Commissioner to advise them how they might best obviate the loss which the continuing depreciation of silver was causing them. His plan, as is generally known, is the adoption of the gold standard without a gold currency, to put it as concisely as possible, and he has found the statesmen of Peking, as well as the high provincial officials, with whom he has discussed the question in all its bearings, eager to listen to him, to understand, and to adopt in due time his suggestions. Many foreigners too, who were at first indisposed to believe that the adoption of the gold standard by China was anything but an impossible dream, have been convinced by his arguments; and there is good reason, if nothing untoward happens, to believe that something like the reform which has been so unexpectedly and promptly successful in the Philippines will be adopted by China before very long. Thus China will come into line with India, the Straits, the Philippines, and Japan, to the permanent advantage of all who do business with gold standard countries. And mainly to the naive, unassuming, but thoroughly earnest professor of Cornell University, with his unexcelled mastery of facts and figures, this great and beneficial reform will be due. And there will be a general hope that circumstances will enable him to return to China and give his advice and assistance to those who will be charged with putting his recommendations in action. —N.C. Daily News.



## MARINE COURT.

Wednesday, 14th September.

BEFORE HON. CHIEF J. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

YING KING v. WING CHAI.

Ernest James Page, master of the river-steamship *Ying King*, charged Samuel Bell-Smith, master of the river-steamship *Wing Chai*, with failing to observe the "rules of the road" on the night of the 4th inst. Mr. J. Hays, solicitor, prosecuted on behalf of the complainant; and Mr. E. J. Grist, solicitor, appeared on behalf of the defendant.

Mr. Hays said: The facts of the case are as follows: The *Ying King* started from Macao on Sunday (4th inst.) at about 7.30 p.m. on the return journey from Macao to Hongkong. She had on board 600 passengers or more. The vessel, in command of Capt. Ernest James Page, left on her third-hour voyage roughly speaking, and was, at the time in question, about two miles off Green Island light. The other steamer, which proved to be the *Wing Chai*, was then hearing on the port bow, about half-a-mile or less in front of the *Ying King*. I may state that the *Wing Chai's* speed is not so great as the *Ying King's*, by a couple of knots an hour. Both were engaged on Sunday running excursions to Macao, and the *Ying King*, being the faster boat, could leave later and arrive at the same time as the *Wing Chai* at Hongkong.

Near Hongkong the *Wing Chai* was on the port bow of the *Ying King*. The *Ying King* fast overhauled her. Capt. Page sounded one short blast to indicate that he was directing his course to starboard, and would pass the *Wing Chai* on the starboard side. The *Wing Chai* ported her helm, with the result that she came over to starboard across the course of the *Ying King*, a few hundred yards ahead of her. If the *Ying King* had continued on her course in all probability there would have been a collision. The *Ying King* striking the *Wing Chai* on her starboard quarter. The *Ying King* put the helm hard a-weather, and went parallel to the *Wing Chai*. As soon as this was done the *Wing Chai* again altered her course from starboard to port, and headed on her own course for Sulphur Channel. The points of the case are briefly described show that in doing what he did he failed to comply with the rule provided in regulation No. 21; he did not continue his course and speed, but deliberately altered his course, and in so doing a collision was narrowly averted.

Ernest James Page, master of the *Ying King*, said: I have held master's certificate for four years. My usual run is from Canton to Hongkong, but on Sundays I run excursions to Macao. I leave after the *Wing Chai* usually, to let her clear the river first. On Sunday, the 4th inst., I left Macao at half-past seven, the *Wing Chai* having gone some twelve minutes previously. At half-past ten, off Green Island, the positions of the two ships were about three or four hundred yards apart. Green Island light bore N.E. and the *Wing Chai* bore about one point on the port bow. I could see only her stern light, and the deck lights. When I was that distance off the *Wing Chai*, rapidly gaining on her, I blew one blast on the whistle—a short blast to indicate to the *Wing Chai* that it was my intention to pass on the starboard side. Immediately after making this signal the *Wing Chai* ported her helm, crossing my bow from port to starboard. The helm must have been put over, as she altered her course quite four points. This necessitated my porting my helm and slowing down. I altered my course about four points, opening up Lamna Channel. My head would have been about S.E. by S. The *Wing Chai* then starboarded her helm and continued on her original course. I also starboarded and continued slow till the *Wing Chai* was well inside Sulphur Channel. I went slow to give the *Wing Chai* a chance to get well away. We were off our course about four or five minutes. We were not very near the land.

By Mr. Hays: Had I not done as I did I consider there would have been a very serious collision. We were going between twelve and thirteen knots. That is our usual speed.

By Hon. Barnes-Lawrence: It was a dark, clear night.

By Mr. Hays: We had about 600 passengers on board, including some 200 Europeans.

By Hon. Barnes-Lawrence: I was on the bridge all the way from Macao to Hongkong. The wheel is on the bridge. The chief officer was with me.

By Mr. Grist: I was to the south of Chung Chow. I did not show you to the north of Chung Chow on the chart. We were two miles from Green Island. I was not steering for Sulphur Channel; I was steering to come on the starboard side of the *Wing Chai*. I had been on that course from the Beacon, approximately six miles from Green Island.

Mr. Grist: You had been steering to go on the starboard side of the *Wing Chai* for four miles? There was plenty of seaway?

Complainant: I was on the starboard quarter. The *Wing Chai* altered her course when I blew my whistle to go more to starboard. I was going about half-a-knot faster than the other vessel.

William Bright, chief officer of the *Ying King*, gave corroborative evidence. He had held a master's certificate for seven years. If the *Ying King* had not done as she did he thought there would have been a collision.

By Mr. Grist: We usually come up the middle fairway. The *Wing Chai* goes up the southern fairway.

Mr. Grist: And you wanted to pass her to starboard?

By Hon. Barnes-Lawrence: There was nothing to gain by passing the *Wing Chai*. Paul Emile Heermann, a partner in the firm of Gump & Co., said: I was a passenger. I sat on the bridge all the way from Macao to

Hongkong. I saw first of all a light, which afterwards turned out to be the light of a steamer. It was on the left-hand side. When I first saw it we had left Macao about one hour. The captain blew one sharp blast on our whistle. Our captain rang the engine room bell several times, and I think altered his course. I watched because I thought there was danger of a collision. After a time I lost sight of her. I did not pay any attention to her.

There were some junks in a small harbour to the right of us.

Mr. Hays: Maybe the fishing junks off Chung Chow. Your Worship.

Hon. Barnes-Lawrence: How came you to be on the bridge?

Witness: I had chairs for myself and my wife there; it is a pleasant deck.

Hon. Barnes-Lawrence: I have to thank you for your evidence. If only passengers would come forward in this way it would give great help.

Mr. Grist: I would like to call a witness, Your Worship. Mr. Hauner.

Mr. T. Hauner, secretary of the Sanitary Board, said: I was a passenger on the *Wing Chai* on the 4th inst. I heard the whistle blown on the *Ying King*, one blast. I was sitting on the port side at the end of the deck-house. Some passengers alongside were talking of the stars, and I continued to watch them for some time. I do not think the course was altered.

Mr. Grist: Did the stars move? (Laughter)

Witness: No, I did not see them do so. I did not see any difference at all. If any order had been given to alter the course of the *Wing Chai* I should probably have heard it. I did not hear any.

By Hon. Barnes-Lawrence: I know the captain of the *Wing Chai*. I saw him on the bridge in front of me in the port corner some 15 feet distant from me. I do not know where he was when I heard the whistle blast. I think I should have heard any order, but I did not see the captain at that time.

By Mr. Hays: I was sitting about twelve feet from the wheel, on the boat-deck. I was alone, not speaking to anyone. I looked at the vessel that blew the whistle and then looked back at the stars, and continued to watch them. I was not star-gazing half-asleep (laughter).

By Hon. Barnes-Lawrence: If our ship had blown the whistle I should have heard it. I go to Macao and Canton frequently, and have been on steamers in other parts of the world. I am not a pautical man.

Samuel Bell-Smith, master of the *Wing Chai*, the defendant, was sworn. He said: On Sunday I left Macao for Hongkong at about 7.30 p.m. When about two miles off Green Island I saw the *Ying King*. I had seen her all the way from Macao. I was on the bridge. I was steering a course right for the centre of Sulphur Channel. I heard the *Ying King* blow a blast. I did not alter my course or speed, but kept going right on. The *Wing Chai* and *Ying King* lie alongside the same wharf at Hongkong. I always use the southern fairway in Hongkong Harbour. The *Ying King* has always gone up the centre channel.

By Mr. Hays: I took the *Ying King's* blast as indicating that she was going to try and pass us. We were going as hard as we could go about 12 knots. There is an object in a steamer getting in first: the passengers on the one who get in first get all the chairs and rickshaws. I was anxious to get in first. I do not know the speed of the *Ying King*; she may be a quarter-knot faster than we are. The *Ying King* was on our starboard quarter when she blew the whistle. I was standing in front of the wheel-house, binoculars in hand, looking ahead. On hearing the whistle I ran over to the starboard side, and saw the *Ying King* port side-light, and mast-head-light. She was astern, almost dead astern, all the time. I observed her every few minutes. I had previously seen all three lights.

Charles Herbert Scott, chief officer of the *Wing Chai*, bore out the previous witness's statements. He said the course was not altered from the time they passed Chung Chow Beacon, until Green Island light was abeam, or the speed as far as he knew. No orders had been given from the bridge. Until about two to three-and-a-half miles from Sulphur Channel he was in charge of the bridge, and then the captain took charge. He remained on the bridge till entering the Sulphur Channel, at the port side of the bridge-house, though he had been relieved. He had no particular object in remaining on the bridge. He noticed a gentleman observing the stars, and spoke to one or two of the passengers. He went below about ten minutes after hearing the whistle. Two Chinamen were at the wheel, and the pilot, also, was there. The captain looked after the navigation.

Hon. Barnes-Lawrence: What is the use of the pilot?

Witness: Oh, it is the custom. The men at the wheel would not obey him. The pilot simply follows the course given to him. He gives any orders in narrow waters.

Hon. Barnes-Lawrence: I should have thought that what a pilot is for.

Witness: They are put there to assist the master. They have a knowledge of the tides, and are put there to advise the master on that point.

By Mr. Hays: Capt. Smith was in front of the wheel-house. I put the speed of the *Wing Chai* at its best, at 12½ knots. I should put the *Ying King's* speed at 12½ to 13 knots. I thought the *Ying King*, when she made the blast, was signalling to a fishing boat: no warning to our boat. The *Ying King* had been overtaking us ever since she left Macao.

Ip Ki, the pilot, was called. The course was not altered. He notified the master before giving orders to the man at the wheel.

Hon. Barnes-Lawrence: Suppose the captain was in his cabin?

Witness: I would talk to the chief officer.

Hon. Barnes-Lawrence: What did you take that whistle to mean?

Witness: To turn to port.

Hon. Barnes-Lawrence: Ask him again.

Shew him a model.

Witness explained starboard.

Hon. Barnes-Lawrence: You were standing by the wheel. When you heard the blast what was done?

Witness explained with the model that the *Wing Chai* altered her course to starboard, porting the helm.

Mr. Grist: He is taking it as a mythical case, Your Worship—a case of what should be done.

Witness was asked again, and he said that the *Wing Chai* did not alter her course, but went straight ahead.

Mr. Grist repeated his former remark, saying the interpreter asked something quite different.

Mr. Hays: Nonsense, it is palpable that he has made a blunder for his case. Does my friend know Chinese?

Hon. Barnes-Lawrence: If he took it as a mythical case, anyhow, he did not do the right thing. I might say, with great pain, that I believe the Celestial, from what I have seen of him, not at all satisfactory in giving evidence.

Mr. Hays: Where was Capt. Bell-Smith standing when the blast was blown?

Witness: In front of the "steer-room."

Mr. Hays: How long?

Witness: All the time since they left Macao.

The chief officer had been on the deck below.

Ip Ki, a quartermaster, was called. He heard the *Ying King* blow a whistle. He was standing on the starboard side of the wheel. He did not move the wheel.

As neither solicitor desired to address the bench the Hon. Barnes-Lawrence said: I will remand the case till 10.30 to-morrow. I will sit the evidence.

## POLICE COURT.

Wednesday, 14th September.

BEFORE MR. J. H. KEMP (ACTING FIRST MAGISTRATE).

"KINSENA" CAPTAIN FINCH.

For entering the harbour with arms on board, without reporting same to the Harbour Master, Captain H. Blecker of the N. D. L. steamer *Guiseana* was fined \$25. The offence occurred on the 16th August last, and was discovered by the manifest supplied to a clerk of the Hongkong and Kowloon Wharf and Godown Company.

Detective Inspector Grant deposed that, acting on instructions from the Captain Superintendent, he visited the Kowloon Godowns, where he found seventeen cases of arms, plainly labelled outside in English. He satisfied himself as to the nature of the contents, and then applied for the summons against the *Guiseana's* captain. A boarding officer from the Harbour Master's office had reported the omission to the police.

Captain Blecker admitted the facts, and said he supposed the purser had had so much to do that he had not properly inspected the manifest. The purser was not present, but (Mr. Kemp having considered) offered an adjournment. He did not think it worth while calling him.

Mr. Kemp said that while there did not appear to have been in the present instance any deliberate evasion of the harbour rules, such offences were very serious. The maximum penalty was a fine of \$200. Justice would be met in this case by a fine of \$25.

HIS 18th APPEARANCE.

Mr. Kemp had to deal with a beachcomber named Sharp, known to the Force as "Ginger," who admitted having troubled the magistrate on seventeen previous occasions. Work had been repeatedly found for him, but he seemed to prefer vagrancy. He was again committed to the House of Detention.

ALLEGED THEFT.

Wan Hoi, a female, was charged with stealing money, jewellery, and clothing to the value of \$2,481, from a dwelling house, No. 2, Possession Street, the property of Wong Man, accountant, of No. 108, Wing Lok Street. Detective-Serjt. Watt, of the Criminal Investigation Department, recovered the property, and made the arrest. The case was remanded.

BEFORE MR. E. D. C. WOLFE (ACTING SECOND MAGISTRATE).

ALLEGED LARCENY.

Lewis Comar, of the Main Hotel, charged a coolie with larceny of various articles of clothing and a Jewish Ritual, the property of his wife. On the 11th inst., said the complainant, he sent the defendant with a parcel to a steamer, but it was not delivered there. This case was also remanded.

ABOUT FLOUR.

Eight Chinamen were charged with stealing 16 bags of flour, valued at \$36.8, property of Fung Nam Kuk, on the 13th inst. Two men were charged with unlawful possession of same. Both cases were remanded.

UNLAWFUL POSSESSION.

A Chinaman charged with unlawful possession of various articles, valued at \$12, reasonably supposed to have been stolen or obtained by other unlawful means, was fined \$50, or six weeks' imprisonment, and four hours' stocks.

BLAZE IN A TEA HOUSE.

Lam Lun, a waiter from No. 123, Wellington Street, a Chinese tea house, was charged with attempting to set fire to the house on the 17th inst., by piling chairs on the verandah, pouring kerosene on them, and setting fire to the stack.

It was alleged that the defendant's object was simply to spite his master. Several witnesses gave evidence for the prosecution, saying that the defendant, a youth of 20 years, had a very bad temper. The case was remanded.

## THE RULE OF THE ROAD AT SEA.

Among the questions in the Parliamentary papers on August 8th to which printed answers were given was one as to the rules of the road at sea for men-of-war and merchantmen. Mr. Gibson Bowles asked the President of the Board of Trade in regard to the Board of Trade advisory circulars of April, 1897, and July, 1900, whereby British mariners were warned that when single ships are approaching a squadron of warships, so as to involve risk of a collision, it would be in the interests of safety to keep out of the way of and avoid passing through a squadron.

Were the advisory circulars intended to warn single ships not to pass ahead of or through a squadron; did the notices apply to a single ship authorised by the rule of the road at sea to hold her course, and did they advise her not to do that in this case; was the rule as to keeping out of the way different for a single ship in a squadron from that for a single ship not in a squadron; and, if not, would the Board of Trade communicate with the Admiralty in order to remove misunderstanding, and issue a further notice to make it clear that the rule of the road at sea applied to all ships alike, whether in squadron or not.

Mr. Gerald Balfour replied as follows:—(1) The notices are advisory, and their object is to induce masters of British ships to keep so far from squadrons as to avoid all possibility of a collision. (2) The notices do not in any way alter or modify the regulations, which must be adhered to in any case in which ships approach others so as to involve any risk of collision. (3) The Board of Trade understand that the Admiralty concur in this interpretation of the notices, and they do not think it necessary to take further action.

## AN ODEROUS COMPARISON.

The *Kobe Chronicle* quotes from a contemporary its account of an incident in the court of Mr. H. H. J. Gompertz. For smoking a cigarette in Court, Mr. Gompertz made a Chinaman "stand in a corner" for two hours, holding up the offensive cigarette. The *Chronicle* has the following comment thereon: The incident is, of course, one to excite a smile, and yet its justice may be questioned. If a foreigner were to enter a Japanese Court, and for inadvertently offending against one of the rules, for instance, that which involves the removal of the overcoat should be placed in a humiliating position for a couple of hours, there would be a pretty outcry. But it is difficult to imagine such a thing occurring in a Japanese Court. Possibly it is only in Hongkong, where the magistrates appear to have a certain youthful irresponsibility and exuberance, that such an incident could happen. A warily one contemporary, in reporting the incident and chuckling over it, does not perceive that such things do not encourage the respect of the Chinese for British justice.

## CHINA AND GUNPOWDER.

It is curious for how long Europe has entertained a sort of superstitious attitude towards China. The dread of the "Yellow Peril" itself, which has again begun to emerge in all its old force under the stimulus of the war in the Far East, is one side of this exaggerated view of Chinese capacity. It is partly true that China is the cradle of the world, the nucleus of the world's population, but many of the popular notions of the extreme civilisation of the Chinese in remote ages are continually being disproved. The latest belief to be shattered concerns the invention of gunpowder. For some reason or other, everyone, from Smith Minor to the man in the street, firmly believes that gunpowder was a well known combination of substances in China before the English nation properly existed. In fact, as Gibbon suggested long ago, the evidence which has since been laboriously collected, and is now published, gives strong negative proof that gunpowder was first introduced into China from Europe, and that an Englishman, Roger Bacon, was the first discoverer. It is perhaps not generally known that Roger Bacon, in his prophetic vein, anticipated both the telegraph and the flying machine. It is a curious and unhappy instance of the capriciousness of fate that while everyone knows of Francis Bacon, this astonishingly accurate discoverer is popularly unknown. *—Strait Times.*

## NEUTRAL GOODS ON JAPANESE SHIPS.

The *Law Journal* states that the destruction by the Russian ships of their Japanese prizes may give rise to a somewhat difficult question if any of them should have neutral property on board. The Declaration of Paris provides that neutral goods, other than contraband, are not liable to capture under the enemy's flag. Does it follow that when a captured enemy's ship carries neutral cargo it would be a violation of the obligation imposed on the States adhering to the Declaration to sink the ship when it is impracticable to send her into port, and therefore that the only alternative is to release her? We think not. Article III. of the Declaration of Paris was intended to make it clear that a belligerent has in general no right to confiscate neutral property. It was not intended to prevent the exercise against an enemy of a recognised belligerent right. Is the owner of the neutral goods, then, entitled to compensation if his property has been destroyed together with the ship? The correct answer is probably that when he shipped his property on a vessel sailing under a belligerent flag he knew that he incurred the risk of its being destroyed under certain circumstances together with the ship, and therefore that he must be deemed to have taken the risk of such a loss upon himself. This was the position taken up by the French Prize Court when a claim for compensation was made by the neutral owners of the cargoes of two German ships which, during the war of 1870, were sunk by their captors.

## ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

## LONG, HING &amp; CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee.)

Hongkong, 8th August, 1904.

## PO CHEUNG &amp; CO.

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS.

GENERAL DOMESTIC GOODS, &amp;c.

COUNTERS, PARTITIONS, FITTINGS, ETC.

MADE TO SIZES AND PARTICULARS.

DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460.

Hongkong, 15th August, 1904.

## NATIVE FIGHTING NEAR SHANGHAI.

Village and clan fights, common enough in the south and north, are in the immediate vicinity of Shanghai of quite rare occurrence, owing to the general timidity and peace-loving nature of the country people belonging to the prefectures of Szechwan and Szechow, in this province. Hence people here were greatly surprised to hear that on Monday (5th) there was a regular battle royal, accompanied by loss of life, between the members of two villages situated on the borders of the neighbouring districts of Panshan (Wusung) and Chiating (Kalding). There were over two hundred contestants on each side of the rustic rudes, who were led by the members of the chief families of the respective villages. The scene of the battle was on neutral ground, namely, within the borders of the town of Nanshang (Nashang), about a dozen or fifteen miles north of Shanghai. The cause of the fight was concerning the rights of gathering water-lily roots in the Tanghe canal, rights claimed by one village and denied by the other. Nearly twenty villages were badly injured by blows from iron maces, hoes, scythes and clubs, while three were killed. A native guard boat, containing a crew of a dozen men, was manifestly too weak to stop the fight, which continued until the side that had lost most men in wounded gave ground. It is stated that if the children of Chiating (Kalding) proves himself too weak to overawe the villagers, that rowdies, gamblers and desperadoes, who abound in that vicinity, will take advantage of the opportunity thus given to plunder and spread the disturbance to neighbouring towns. *—N.C. Daily News.*

## PAKHOL.

The report on the Trade of Pakhol for the year 1903, by Mr. Acting-Consul Hughes, has been published. It says that the total value of the trade of Pakhol for the year 1903 shows a slight increase, as compared with the previous year, being £452,183 against £428,849, or 3,431,594 taels against 3,298,841 taels. The spring crop of rice and other grain was a partial failure. The neighbouring free port of Kwangchow diverted a part of the trade of this port, notably in the export of sugar. The disturbed state of the country along the Kwangsi border during the past year has also naturally affected trade and agriculture. With the suppression of the disorders in that region, and of robbery and piracy generally in this part of the province, some improvement in the trade of this port might be expected, although the possibilities of Pakhol as a distributing centre must remain very limited.

## JUVENILE SMOKING.

Mr. Riggs' Bill for the prevention of cigarette sucking by children cannot be passed this Session, and it is perhaps as well that legislators should be left to examine the practicability of its provisions at their leisure. That tobaccoists should be forbidden to serve children of less than a certain age seems reasonable enough; but the plan of fining the parents of children caught using cigarettes does not strike one as either just or likely to be efficacious. The idea presumably is that the parents would subsequently chastise their offspring for their offence against the minor morals; but the punishment administered by an angry father who had just been mulcted of ten shillings in a police-court would by no means always be inflicted in that judicial temper which always is indicated in the case of the minor delinquents. The direct effect of the bill would be to strike most of us as a more rational means of checking the offence; and if it were arranged that the punishment should be inflicted not by the police but by the offender's school master, to whom the police might be instructed to report, justice might be done without introducing the taint of criminality.

## SHIPPING NOTES.

STEAMER MOVEMENTS.  
The O. & O. steamer *Doric*, with mails, &c., left Shanghai for this port on the 13th Sept., at noon, and is due here to-day, at about 6 p.m.  
The P.M. steamer *Korea*, with mails, &c., which left hence August 13th for San Francisco via Amoy, &c., arrived at her destination on the 12th Sept.  
The A.L. steamer *Trieste* left Singapore for this port on the 12th Sept., at 8 p.m.  
The C.N. steamer *Tamling* left Manila on the 13th Sept., at 4 p.m., and is due here to-morrow, at daylight.  
The Indo-China steamer *Louisa*, from Calcutta and the Straits, left Singapore for this port on the 13th Sept., at 8 p.m.  
The Norwegian s.s. *Tung Wo* arrived from Hongkong yesterday with 1,800 tons of coal for the M. B. K.  
The P. & O. s.s. *Tienchen*, from Bombay yesterday, reports strong monsoon; while the s.s. *Ping Suey*, also from the west, reports clear and fine.



TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE

PLEASING

POPULAR

PALATABLE

PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL

DR. NEWELL WILSON, DR. WILLIAM DAVEN

## DENTISTS

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building)

Hongkong 18th February, 1904.

## THE JAPAN LAUNDRY COMPANY.

UNDER New Management the above Company is now prepared to accept washing in any quantity from Town, Peak and Kowloon residents—also from Ships. Work Splendidly Executed. Trial Solicited. Charges—Moderate.

F. G. ALLEN,

Manager.

Town Office, 36, Queen's Road Central (above Messrs. Watson's Old Establishment).

Hongkong 3rd September, 1904. 2144

## TAI WOO,

PHOTOGRAPHER AND PORTRAIT

PAINTER.

## DEVELOPING and PRINTING Under-

taken. Views for Sale.

36, Queen's Road Central, 2nd Floor.

Hongkong, 8th August, 1904. 1932

## ROYAL AERATED WATERS

MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior







## INTIMATIONS

THE

## "APOLLO"

MAKES MUSICIANS OF US ALL.

IT IS A SPLENDID ACCOMPANIST.

IT MAKES ENTERTAINING VERY

EASY.

YOUNG AND OLD CAN PLAY THE

NOBLEST SCORE WITH THE FINISH

AN EXPRESSION OF A MASTER.

IT IS THOROUGHLY RELIABLE.

AND IS SOLD AT A REASONABLE

PRICE.

EITHER FOR

Cash OR Hire

PURCHASE FROM

\$385.

THE APOLLO MASTER

PIANO PLAYER.

DAILY RECITALS

THE

ROBINSON PIANO CO. LD.

Hongkong, 24th August, 1904. [2150]

AVIS.

Le 30 Septembre, 1904, à 10 heures du matin, il sera procédé en la Chancellerie du Consulat de France à Canton à la vente aux enchères publiques du vapeur "le Rhône" de 259 tonnes, actuellement mouillé dans la rade de Canton.

Le bâtiment est muni de ses ancres, chaînes, et de ses appareils divers.

Canton, le 10 Septembre, 1904.

LE CHANCELIER P.L.

L. de Sieyès.

FOUND.

A YOUNG POINTER DOG with Chain attached, no number on Collar; Liver and White Colour, apparently not purebred. Owner can have same on application and payment of expenses.

HERBERT W. LOOKER.

Hongkong, 10th September, 1904. [2208]

NOTICE TO MARINERS.

No. 211 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

TSUNGMING CROSSING.

Attention in buoyage of Tsungming Crossing.

REFERRING to Notice to Mariners, No. 209 (Special), Notice is hereby given that the following changes in the buoyage of the Tsungming Crossing have been effected:

The EAST ENTRANCE Buoy has been shifted 3.2 Cables S. 10 E. from its former position and painted BLACK. It now marks the South side of the Channel, and from it the Quarantine Beacon bears S. 65.15 W. distant 5.18 miles.

The FIRST CROSSING Buoy has been shifted 0.5 cable South from its former position, and from it the Quarantine Beacon now bears S. 53 W. distant 3.24 miles.

The WEST SPIRIT Buoy has been shifted 6.2 Cables S. 51 E. from its former position, and from it the Quarantine Beacon now bears S. 45 E. distant 1.5 miles.

An inward bound vessel should pass the buoys on her port hand at a distance of 15 cables. The least water on this course is 25 feet at Low Water of Spring Tides.

All Bearings given are Magnetic.

H. G. MYHRE.

Acting Deputy Coast Inspector.

Imperial Maritime Customs.

Coast Inspector's Office.

Shanghai, 7th September, 1904. [2220]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their

Trans-Pacific Service and until further notice,

to book cargo and issue Bills of Lading to

SEATTLE, WASH., VICTORIA, B.C., and

PACIFIC COAST PORTS, also to OVER-

LAND POINTS in the UNITED STATES

and CANADA in connection with the GREAT

NORTHERN RAILWAY from SEATTLE,

as hitherto, by the steamers of the NIPPON

PACIFIC S.S. CO., BOSTON STEAMSHIP

and TOWBOAT CO., OCEAN S.S. CO.,

and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the

Company's Local Branch Office in Prince's

Building, First Floor, Canton Road.

A. S. MIHARA, Manager. [1299]

Hongkong, 20th May, 1904.

## CORRESPONDENCE.

THE LATE MR. DORABJI NOWROJI

TO THE EDITOR OF THE "DAILY PRESS."

Kolo, 31st August.

SIR.—I most respectfully solicit your kind indulgence to permit me to make a suggestion to all nationalities through the medium of your widely-circulated journal.

The recent demise of the late Dorabji Nowroji is fresh in our minds, and I sincerely believe that many, very many of his admirers (of whatever caste) would readily acquiesce in the formation of a Committee, the object of which would be to perpetuate the memory of the late Dorabji Nowroji, by inducing the cosmopolitan communities to subscribe towards a fund for the purpose of erecting a bust of the late Dorabji Nowroji, of such a nature, and in such a place, as the Committee may decide.

It may be safely assumed that the memory of many far-less distinguished men than the late Dorabji Nowroji has been immortalised by a bust or statue; this being the case, how much more does the memory of the late Dorabji Nowroji claim our universal attention; not in one part alone, but throughout the East where reside men to whom the memory of the late Dorabji Nowroji is now a sacred topic?

I respectfully call upon my fellow admirers to give the subject their earnest attention, and to make suggestions accordingly, presuming, of course, that you the Editor of this journal will kindly place a space in the columns of your paper to enable interested friends to give their opinions and suggestions.

Naturally, the formation of a Committee would be among those who were the most closely connected with the deceased gentleman, and this I am sure that all classes of people would agree with.

Personally, I should be most happy to undertake the collection of subscriptions from friends in Japan here, and as the purpose does not exclude any nationality or caste, I feel sure that a prompt response would be made to this worthy end.

If a Committee be formed, I offer my services in this matter, and would forward to the responsible person (or persons) the amount I could collect in Japan, together with the names of donors, for publication in due form.

Sincerely trusting that this subject will be taken up in the spirit in which I make my humble suggestion.—Yours, &c.

H. E. BOTTLEWALLA.

THE ORIGIN OF PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—In reading your interesting review of Dr. Hunter's report on his researches into the infectivity of the plague germ, I was rather struck by the remark that Dr. Hunter regards the discovery of the *bacillus pestis* in the blood before the bubo develops as a "new discovery." The layman who has been sufficiently interested to read the frequent medical reports on the subject of the epidemics in Hongkong must wonder, when he reads such a statement, why it has taken so long to make this discovery. It is far from being a newly-discovered fact that in plague-infected districts people have had high fever many days before a bubo appeared. See Dr. Lawson's report on the epidemic of 1891 pp. 10.—Yours truly,

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LA YMAN.

## THE COMING MAN IN CHINA.

Mr. A. R. Colquhoun, writing in the North

American for July, suggests that the re-

generation of China may be achieved by the

Chinese General Yuan Shih-Kai. He says:—

The necessity of a trained army for China,

with all the accompaniments of modern equip-

ment, had long been realised by some of the

foremost Chinese statesmen of the day, and

by none more clearly than by the Generalissimo

of the Northern Forces, Yuan Shih-Kai. This

personage has accomplished the difficult task of

balancing himself on two stools, being at once

the favourite of the Empress Dowager and the

favourite of reform. It is well known that he

gained the confidence of that remarkable

woman, Tsai-Hsi, by an act of treachery

to the reformers; but it is also conceded by

many who are in sympathy with the Reform

party that, at the time of the coup d'état, their

programme was revolutionary, and unduly

to produce good results. Yuan Shih-Kai,

having gained a firm footing by his action, has

since that time quietly but firmly supported the

less visionary reforms, and at the present time

has achieved a unique position in China. He is

regarded by his countrymen as their one hope

in the future, and Europeans who know him

speak in the highest terms of his character and

capacity. His chief efforts have been bent to

the training and equipment of an army in

Northern China; for one of his maxims is, that

policy without force is useless.

It is needless to say that Japan plays a great

part in the considerations of this Chinese

statesman. It must be remembered that, unlike

Li Hung-Chang, he has resisted the influence of

Russia, while to Germany he has been a thorn

in the side in Chihli and Shantung, resisting

her attempts at encroachment, having her way

to concessions, and generally making himself as

unpleasant as possible. Nevertheless, while

making every use of Japanese methods in

drilling and equipping his men, he is not as is

sometimes represented, a Japanese tool. His

policy is "China for the Chinese." He expresses

vigorously the belief that, whichever party wins

in the present struggle, China will not be a

gainer, unless China can bring forward a policy

backed by force. The lesson taught by Russia

in Manchuria, by Germany in Shantung, and by

the Allied Armies as they marched to Peking,

has sunk into the hearts of the Chinese, to whom

any less forcible lesson would have been useless.

If Yuan Shih-Kai fulfils the promise he has

given, he is only forty-five years old, he may

prove the leader for whom China has waited so

long.

Best for the Skin and complexion.

CALVERT'S

CARBOLIC

TOILET SOAP

(Soothing, cleansing and antiseptic.)

Pleasant to use, especially to sufferers from

eczema, and most useful in all skin diseases.

F. C. CALVERT &amp; Co., Manchester, Eng.

[68-1]

THE SWATOW GRASS CLOTH, SILK

and DRAWN THREAD, WORK

DEPARTMENT.

Wholesale and retail quotations, particulars

and samples, will be sent free on application to

the above depot.

Swatow, 8th June, 1904. [2160]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST

Bottled in Japan by H. E. REYNELL &amp; Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD &amp; CO., AGENTS

Hongkong, 31st July, 1903. [1898]

QUAN WAH &amp; CO.

GRANITE AND MARBLE MERCHANTS.

EXPORTERS AND CONTRACTORS.

Sole Agents of

QUAN TAI &amp; CO., Lime Manufacturers.

All descriptions of

GRANITE AND MARBLE FOR EXPORT.

Dealers in

GRANITE AND MARBLE MONUMENTS

Prices &amp; Estimates on Application.

No. 1, QUEEN'S ROAD, EAST.

Hongkong, 17th October, 1899. [174]

AMOY ENGINEERING CO., LD. AMOY

CALL FLAG E.

REPAIR WORK to Steamers and

Launches. Castings in Brass and Iron.

Moderate charges. Work solicited.

J. D. EDWARDS,

Manager.

Amoy, 3rd December, 1903. [150]

MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I. A.B.C. Code and Engineering Code

Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 371 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 53 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 264 "

DOCK No. 2 (at MUKAIJIMA).

Extreme Length... 371 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 53 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 264 "

PATENT SLIP (at KOSUO).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the

LATEST IMPROVEMENTS and can

execute any kind of work in SHIPBUILD-

ING and MARINE ENGINEERING as well

as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE

STEAMER, 712 TONS GROSS, FITTED

WITH POWERFUL SALVAGE PLANT

READY AT SHORT NOTICE. [1703]

## PIMPLES AND SKIN TROUBLES.

Bile Beans a CERTAIN CURE.

When the blood becomes impure either through errors of diet, severity of climate, or other causes, it is only a question of time until every other organ of the body becomes diseased.

If Chas. Forde's Bile Beans be taken, however, blood impurities are rapidly removed from the system. Bile Beans act upon the liver and

digestive organs which are the natural purifiers and feeders of the blood, and the only possible way to thoroughly purify the blood and restore the system generally is to first cleanse and

restore these important organs. An example of the power of Bile Beans is provided by the case of Private Joseph Smith of Church Lane,

</



## SHIPPING.

## VESSELS ADVERTISED AS LOADING.

**ARRIVALS.**  
**ANSON**, German str., 1001, P. Schaefer, 14th September, Bangkok 1st Sept., Rice—Butterfield & Swire.  
**APENNA**, German str., 611, A. P. Ulderup, 14th Sept., Rangoon 9th September, General—Jensen & Co.  
**AUTRAHIAN**, French str., 2888, H. Verrou, 14th Sept., Marseilles and Saigon 10th Sept., Mails and General—Messageries Maritimes.  
**GENEBAU**, German str., 3001, H. Blecker, 13th Sept., Yokohama 3rd September, General—Melchers & Co.  
**HUNSON**, British str., 2347, John Barnatt, 14th Sept., Keelung 12th Sept., General—Standard Oil Co.  
**KWANTON**, Chinese str., 1054, Lincoln, 14th September, Canton 13th Sept., General—Chinese.  
**M. SCHURK**, German str., 966, P. Brandt, 14th September, Tamsui 11th Sept., Amoy 12th and Swatow 13th, General—Osaka Shosen Kaisha.  
**PINGSUZY**, British str., 4149, Elliston War-rall, 14th Sept., Liverpool and Singapore 9th Sept., General—Butterfield & Swire.  
**OSCAR II.**, Norwegian str., 2000, R. Olsen, 15th September, Kutchin 8th Sept., Coal—M. B. Kaisha.  
**PREBACH**, German str., 1252, C. Ahrens, 14th September, Saigon 9th Sept., General—Chinese.  
**PURNEY BRIDGE**, British str., 2470, E. R. Robinson, 14th Sept., Vico 14th July, Kerosine oil—Anglo-Siam Co.  
**RAHABUL**, German str., 1389, D. Reimers, 14th September, Bangkok 7th Sept., Rice and Teakwood—Butterfield & Swire.  
**TENSON**, Norwegian str., 1733, C. L. Halvorsen, 14th Sept., Moji 8th Sept., Coal—Melchers & Co.  
**THURIS**, British str., 244, E. S. Crowe, 14th Sept., Swatow 13th Sept., General—Douglas LaPraik & Co.  
**TUNESIN**, British str., 2555, C. D. Goldsmith, 14th September, Bombay, Colombo and Singapore 25th August, General—P. & O. S. N. Co.

**CLEARANCES.**  
**AT THE HARBOR MASTER'S OFFICE.**  
 14th September.  
**Barotse**, British str., for Nareski.  
**Halvay**, Norwegian str., for Newchwang.  
**Halvay**, British str., for London.  
**Kwangshai**, Chinese str., for Canton.  
**Legazpi**, American str., for Manila.  
**Svevia**, German str., for Shanghai.

**DEPARTURES.**  
 14th September.  
**AUTRAHIAN**, French str., for Shanghai.  
**GENEBAU**, German str., for Europe.  
**KONG ENA**, German str., for Yokohama.  
**LOTHIAN**, British str., for Durban.  
**MACHRE**, German str., for Bangkok.  
**MAL. CCA**, British str., for Shanghai.  
**PURNEY BRIDGE**, British str., for Shanghai.  
**SIKH**, British str., for Shanghai.  
**TRIUMPH**, German str., for Swatow.

**VESSELS IN DOCK.**  
 14th September.  
**ARRIVALS DOCKS.**—*Rela*.  
**KOW KOW DOCKS.**—U. S. S. *Patagonia*.  
**Kowloon Dock.**—*Empress of Japan*, *Yuenyang*.  
**Cosmo Dock.**—*Arcton*.

**VESSELS ON THE BERTH.**  
**NIPPON YUSEN KAISHA.**

**FOR NAGASAKI, KOBE AND YOKOHAMA.**

**THE Steamship.**  
**"BAROTSE,"**  
 will be despatched for the above ports on FRIDAY, the 16th inst., at DAYLIGHT.  
 For Freight, apply to  
**A. S. MIHARA,**  
 Agent.  
 Hongkong, 9th September, 1904. [2135]

**FOR SINGAPORE, PENANG AND CALCUTTA.**

**THE Steamship.**  
**"ARRATON APCAR,"**  
 Captain E. Fey, will be despatched for the above ports on FRIDAY, the 16th inst., at 3 P.M., instead of as previously advertised.  
 For Freight or Passage, apply to  
**DAVID SASSOON & CO., LD.,**  
 Agents.  
 Hongkong, 12th September, 1904. [2137]

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
**PAQUEBOTS-POSTE FRANCAIS.**

**NOTICE.**  
**STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DUBOULT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO**

**PORTS OF BRAZIL AND RIVER PLATE.**

**ON TUESDAY, the 20th September, 1904, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Bourdon, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSIT.**

This Steamer connects at COLOMBO with the Australian line as "Nara," bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 19th September. Specie and Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.  
**G. DE CHAMPEAUX,**  
 Agent.  
 Hongkong, 8th September, 1904. [2]

**AMERICAN ASIATIC STEAMSHIP COMPANY.**

**FOR NEW YORK VIA SUEZ CANAL.**

**THE Steamship.**  
**"CLAVERBURN,"**  
 will be despatched for the above port on or about TUESDAY, the 16th October.  
 For Freight, apply to  
**SHEWAN, TOMES & CO.,**  
 General Agents.  
 Hongkong, 13th September, 1904. [2211]

**DESTINATION**  
**LONDON, &c., VIA PORTS OF CALL.**  
**LONDON & ANTWERP, VIA SINGAPORE, &c.**  
**LONDON, AMSTERDAM & ANTWERP.**  
**LONDON, AMSTERDAM & ANTWERP.**  
**MARSEILLES, &c., VIA PORTS OF CALL.**  
**BREMEN, VIA PORTS OF CALL.**  
**HAVRE, BREMEN & HAMBURG.**  
**HAVRE & HAMBURG.**  
**HAVRE & HAMBURG.**  
**HAVRE & HAMBURG.**  
**HAVRE & HAMBURG.**  
**HAVRE, LONDON & ANTWERP.**  
**TRIESTE, &c., VIA SINGAPORE, &c.**  
**GENOA, MARSEILLES & LIVERPOOL.**  
**GENOA, MARSEILLES & LIVERPOOL.**  
**NEW YORK VIA SUEZ CANAL.**  
**NEW YORK VIA SUEZ CANAL.**  
**NEW YORK, VIA PORTS OF SUEZ CANAL.**  
**VANCOUVER, VIA SHANGHAI, &c.**  
**VANCOUVER, VIA SHANGHAI, &c.**  
**VICTORIA (B.C.) & TACOMA VIA JAPAN.**  
**VICTORIA (B.C.) & SEATTLE VIA N'SAKI, &c.**  
**PORTLAND, OREGON.**  
**AUSTRALIAN PORTS.**  
**YOKOHAMA, VIA SHANGHAI, MOJI & KOBE.**  
**NAGASAKI, KOBE & YOKOHAMA.**  
**KOBE.**  
**SHANGHAI, NAGASAKI, HONGKONG & YOKOHAMA.**  
**SHANGHAI.**  
**SHANGHAI, YOKOHAMA & KOBE.**  
**SHANGHAI.**  
**NINGPO & SHANGHAI.**  
**AMOI, STRAITS & RANGOON.**  
**TAMU, VIA SWATOW & AMOI.**  
**TAMU, VIA SWATOW & AMOI.**  
**ANPING, VIA SWATOW & AMOI.**  
**SWATOW, CHEFOO & TIENTSIN.**  
**SWATOW, AMOI & TAMSUI.**  
**SWATOW, CHEFOO & TIENTSIN.**  
**MANILA.**  
**MANILA.**  
**MANILA.**  
**MANILA.**  
**MANILA, CEBU & ILOILO.**  
**MANILA.**  
**SINGAPORE & SOERABAYA.**  
**SINGAPORE, PENANG & CALCUTTA.**

**STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.**  
 (With liberty to call at Philippine Ports.)

**THE Steamship.**  
**"HUDSON,"**  
 will be despatched on or about the 15th September.

For Freight or further information, apply to  
**STANDARD OIL COMPANY OF NEW YORK,**  
 Oriental Freight Department.  
 Hongkong, 28th July, 1904. [1844]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

**FOR SYDNEY AND MELBOURNE.**  
 Calling at Port Darwin and Queensland Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

**THE Steamship.**  
**"EASTERN,"**  
 Captain Ellis, will be despatched for the above ports on SATURDAY, the 17th September, at Noon.

This well known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
 Agents.  
 Hongkong, 19th August, 1904. [2027]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

**FOR MANILA.**

**THE Steamship.**  
**"EASTERN,"**  
 Captain McArthur, will be despatched as above on SATURDAY, the 17th September, at Noon.

This well known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
 Agents.  
 Hongkong, 27th August, 1904. [2099]

**"SHIRE" LINE STEAMSHIP CO.**

**FOR HAVRE, LONDON AND ANTWERP.**

**THE Company's Steamship.**  
**"MERIONETHSHIRE,"**  
 Captain G. C. Cundy, will be despatched for the above ports on FRIDAY, the 23rd inst.

This steamer has superior accommodation for Saloon passengers.  
 For Freight or Passage, apply to  
**SHEWAN, TOMES & CO.,**  
 Agents.  
 Hongkong, 11th August, 1904. [1928]

**HONGKONG-MACAO LINE.**

**S.S. "WING CHAI,"**  
 Captain Samuel Bell Smith.

**DEPARTURES from Hongkong on week days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M., from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.**

**FARE**—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.  
 2nd Class \$1. 3rd Class 50 cents.  
 On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.  
 The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.  
**MING ON & CO.,**  
 2nd Floor, 16, Victoria Street.  
 Hongkong 8th September, 1903.

VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NUBIA	Brit. str.	F. N. Tiltard	P. & O. S. N. Co.	24th inst., at Noon
FORIOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 30th inst.
ADRIUS	Brit. str.	Dickens	BUTTERFIELD & SWIRE	27th inst.
PATROCLOS	Brit. str.	Dickens	BUTTERFIELD & SWIRE	11th Oct.
PINGUET	Brit. str.	Bourdon	BUTTERFIELD & SWIRE	25th Oct.
E. SIMONS	Frans. str.	Bourdon	MESSAGERIES MARITIMES	20th inst., at 1 P.M.
BAYERN	Ger. str.	Luning	HAMBURG-AMERIKA LINIE	28th inst., Noon.
SAMRIA	Ger. str.	Bohrens	HAMBURG-AMERIKA LINIE	3rd Oct.
SCANDIA	Ger. str.	von Döhrn	HAMBURG-AMERIKA LINIE	18th Oct.
BRISGAVIA	Ger. str.	Schülke	HAMBURG-AMERIKA LINIE	1st Nov.
SLAVONIA	Ger. str.	Madson	HAMBURG-AMERIKA LINIE	15th Nov.
SEGOVIA	Ger. str.	Fork	HAMBURG-AMERIKA LINIE	29th Nov.
M'ONETHSHIRE	Brit. str.	G. C. Cundy	SHEWAN, TOMES & Co.	23rd inst.
AUSTRIA	Aus. str.	Colledani	SANDER, WIEBER & Co.	30th inst., P.M.
IDOMENEUS	Brit. str.	Colledani	BUTTERFIELD & SWIRE	22nd inst.
ALCINOUS	Brit. str.	Colledani	BUTTERFIELD & SWIRE	22nd Oct.
CLAVERBURN	Brit. str.	Colledani	SHEWAN, TOMES & Co.	About 16th Oct.
HUDSON	Brit. str.	Colledani	STANDARD OIL CO.	About 15th inst.
ATHOLL	Brit. str.	Pybus, R.N.E.	DODWELL & Co., LD.	About 16th inst.
E. OF JAPAN	Brit. str.	Pybus, R.N.E.	CANADIAN PACIFIC R. Co.	21st inst.
ACHESON	Brit. str.	Furlington	CANADIAN PACIFIC R. Co.	12th Oct.
PLEIADS	Brit. str.	Furlington	DODWELL & Co., LIMITED	10th inst.
DEUCALION	Brit. str.	Schuldt	BUTTERFIELD & SWIRE	3rd Oct.
ARAGONIA	Brit. str.	Schuldt	PORTLAND & ASIATIC CO.	To-morrow.
EASTERN	Brit. str.	Ellis	GIBB, LIVINGSTON & Co.	17th inst., Noon.
CHANGSHA	Brit. str.	Moore	BUTTERFIELD & SWIRE	19th inst.
MANILA	Brit. str.	H.G.H. Lowell	P. & O. S. N. Co.	About 16th inst.
BAROTSE	Brit. str.	McD. Howie	NIPPON YUSEN KAISHA	To-morrow, D'light.
KONGSU	Brit. str.	C. D. Goldsmith	BUTTERFIELD & SWIRE	To-day.
TIENTSIN	Brit. str.	H. Feyon	P. & O. S. N. Co.	To-morrow, D'light.
SACHSE	Ger. str.	Choysang	MELCHERS & Co.	Quick despatch.
CHOYSANG	Brit. str.	Woozung	JARDINE, MATHESON & Co.	To-morrow, 5 P.M.
WOOZUNG	Brit. str.	Woozung	BUTTERFIELD & SWIRE	20th inst.
TRIESTE	Aus. str.	Macozzi	SANDER, WIEBER & Co.	21st inst., P.M.
MALTA	Brit. str.	C. L. Daniel	P. & O. S. N. Co.	About 22nd inst.
WHAMPOA	Brit. str.	R. H. Coopo	BUTTERFIELD & SWIRE	22nd inst.
PENTAKOIA	Brit. str.	T. Brandt	JARDINE, MATHESON & Co.	21st inst., 3 P.M.
M. STURVE	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	18th inst., 10 A.M.
FRITHJOF	Jap. str.	K. Kornelinsen	OSAKA SHOSHEN KAISHA	25th inst., 10 A.M.
PROVIDENCE	Jap. str.	Malkin	OSAKA SHOSHEN KAISHA	21st inst., 10 A.M.
WOSANG	Brit. str.	Crowe	JARDINE, MATHESON & Co.	To-day, at 4 P.M.
THALES	Brit. str.	Crowe	DODGAS LAPRAIK & Co.	17th inst., 3 P.M.
KANNU	Brit. str.	Wheeler	BUTTERFIELD & SWIRE	28th inst.
YUENSANG	Brit. str.	R. Rodger	JARDINE, MATHESON & Co.	To-morrow, 4 P.M.
ZATIRO	Brit. str.	McArthur	SHEWAN, TOMES & Co.	17th inst., 10 A.M.
EASTERN	Brit. str.	McArthur	GIBB, LIVINGSTON & Co.	17th inst., Noon.
TAMING	Brit. str.	T. W. Garlick	BUTTERFIELD & SWIRE	20th inst.
TREMONT	Brit. str.	Dodwell & Co., LD.	BUTTERFIELD & SWIRE	About 20th inst.
SUNGKIAN	Brit. str.	R. W. Almond	BUTTERFIELD & SWIRE	23rd inst.
RUH	Brit. str.	JARDINE, MATHESON & Co.	SHEWAN, TOMES & Co.	24th inst., 10 A.M.
FAUSANG	Brit. str.	JARDINE, MATHESON & Co.	DAVID SASSOON & Co.	To-day, at 3 P.M.
A. AFGAR	Brit. str.	E. Fey	DAVID SASSOON & Co.	To-morrow, 3 P.M.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
 CONNECTING AT TACOMA WITH  
**NORTHERN PACIFIC RAILWAY COMPANY.**

PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA B.C. AND TACOMA**  
 VIA  
**MOJI, KOBE AND YOKOHAMA.**

**Steamer.** **Tons.** **Captain.** **Sailing Date.**

**PLEIADS** 3,753 Purington Monday, September 19th  
**SHAWMUT** 9,006 W. M. Smith Saturday, September 24th  
**TREMONT** 9,006 T. W. Garlick Friday, October 7th  
**LYRA** 4,417 G. V. Williams Thursday, October 20th

† Cargo only.

**FOR MANILA.**  
 The largest, steadiest, and most comfortable steamers for Manila.  
**S.S. TREMONT** 9,006 tons. T. W. Garlick About 20th September.

**CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CULINARY. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.**

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

**PARCEL EXPRESS TO THE UNITED STATES AND CANADA.**  
 For further information apply to—

**QUEEN'S BUILDINGS.**  
 Hongkong, 13th September, 1904.

**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.

**OSAKA SHOSHEN KAISHA**  
 REGULAR STEAMSHIP SERVICES BETWEEN  
 HONGKONG, SOUTH CHINA COAST PORTS  
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
 SUBJECT TO ALTERATION.

**FOR** **STEAMERS** **LEAVING**

**TAMSUI, VIA SWATOW** { "M. STURVE" } SUNDAY, 18th Sept.,  
 and AMOI { T. BRANDT } at 10 A.M.  
**ANPING, VIA SWATOW** { "PROVIDENCE" } WEDNESDAY, 21st  
 and AMOI { K. KORNELINSEN } Sept., at 10 A.M.  
**TAMSUI, VIA SWATOW** { "FRITHJOF" } SUNDAY, 25th Sept.,  
 and AMOI { H. A. HARALDSEN } at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 3 Des Voeux Road Central.  
 Hongkong, 13th September, 1904.

**T. ARIMA, Manager** [15]

**HONGKONG-MANILA.**

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA**  
**STEAMSHIP COMPANY, LIMITED.**

**STEAMSHIP** **TONS.** **CAPTAIN.** **FOR** **SAILING DATE.**

**ZAFIRO** 2540 R. Rodger Manila Sat., 17th Sept., 10 A.M.  
**RUBI** 2540 R. W. Almond Manila Sat., 24th Sept., 10 A.M.

For Freight or Passage apply to  
**SHEWAN, TOMES & CO.,**  
 GENERAL MANAGERS.  
 Hongkong, 5th September, 1904. [16]

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

**FOR** **STEAMERS** **TO SAIL** **REMARKS.**

**KOBE** { TIENTSIN } Daylight, 16th } Freight only.  
 { C. D. Goldsmith, R.N.J. } September

**YOKOHAMA, VIA SHANGHAI** { MANILA } About 16th } Freight only.  
 { H.G.H. Lowell, R.N.J. } September  
 (Passing through the Inland Sea)

**SHANGHAI** { MALTA } About 22nd } Freight and  
 { C. L. Daniel } September } Passage.

**LONDON, &c.** { NUBIA } Noon, 24th } See Special  
 { P. N. Tiltard } September } Advertisement.

**LONDON AND ANTWERP, VIA** { FORMOSA } About 30th } Freight and  
 { B. H. W. Snow } September } Passage.  
 SINGAPORE, PENANG, COLOMBO, and PORT SAID

For further Particulars, apply to  
**E. A. HEWETT,**  
 Superintendent.  
 Hongkong, 15th September, 1904.

IMPERIAL GERMAN MAIL  
LINE.

**NORDDEUTSCHER LLOYD, BREMEN.**  
**STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,**

**PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.**

**STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.**

**N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.**

**PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION**  
**STEAMERS.** **SAILING DATES.**  
 1904

**PRINZ HEINRICH** ... WEDNESDAY ... 28th September  
**BAYERN** ... WEDNESDAY ... 12th October  
**SACHSEN** ... WEDNESDAY ... 26th October  
**ZIEFEN** ... WEDNESDAY ... 9th November  
**PRINZESS ALICE** ... WEDNESDAY ... 23rd November  
**PRINZ REGENT LUITPOLD** ... WEDNESDAY ... 7th December  
**PREUSSEN** ... WEDNESDAY ... 21st December  
**PRINZ EITEL FRIEDRICH** ... WEDNESDAY ... 4th January 1905

**ON WEDNESDAY, the 28th day of SEPTEMBER, 1904, at NOON, the Steamship "BAYERN," with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.**

Shipping Orders will be granted till NOON on MONDAY, the 26th September. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 27th September, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 27th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
 The Steamer has splendid accommodation, and carries a Doctor and Stewardess.  
 Linen can be washed on board.

**NORDDEUTSCHER LLOYD.**  
 For further Particulars, apply to



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,  
AND HAWAIIAN PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	"ACHILLES"	On 24th Sept. mber.
GLASGOW AND LIVERPOOL	"DEUCALION"	On 1st October.
GLASGOW AND LIVERPOOL	"ULYSSES"	On 8th October.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 22nd September.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 27th September.
LONDON, AMSTERDAM and ANTWERP	"PATROCLOS"	On 11th October.
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 22nd October.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 25th October.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"DEUCALION"	On 3rd October.

For Freight, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 26th August, 1904. [10-11]

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
KOBE DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGYU"	On 15th September.
MANILA, SHANGHAI, NINGPO and SHANGHAI	"CHANGSHA"	On 19th September.
MANILA, CEBU and ILOILO	"TAMING"	On 20th September.
SWATOW, CHEFOO and TIENTSIN	"WOOSUNG"	On 20th September.
	"WHAMPOA"	On 22nd September.
	"SUNGKIANG"	On 23rd September.
	"KANSU"	On 26th September.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued Table. A daily qualified Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 15th September, 1904. [12]

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE and SOERABAYA	"FAUSANG"	Thurs. 15th Sept. 3 P.M.
SWATOW, CHEFOO & TIENTSIN	"WOSANG"	Thurs. 15th Sept. 4 P.M.
MANILA	"YUENSANG"	Friday, 16th Sept. 4 P.M.
SHANGHAI	"CHOYSANG"	Friday, 16th Sept. 5 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to—  
**JARDINE, MATHESON & CO., GENERAL MANAGERS.**  
Hongkong, 15th September, 1904. [13-18]

# SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHIN-WAN-TAO OR CHEFOO, TO DURBAN, NATAL.  
The following chartered steamers will run at intervals of about 3 weeks—

SS.	Captain
"SWANLEY"	J. P. Dawson.
"COURTFIELD"	J. W. Martin.
"CRANLEY"	W. E. Steele.
"IKBAL"	M. Robertson.
"ASCOT"	C. E. Cox.
"TWEEDDALE"	T. M. Milne.
"LOTHIAN"	J. C. Williamson.
"INKUM"	E. S. Pearce.

For Freight, apply to—  
**GIBB, LIVINGSTON & CO., AGENTS.**  
Hongkong, 6th September, 1904. [20-30]

REGULAR STEAMSHIP SERVICE TO NEW YORK.  
VIA PORTS AND SUEZ CANAL.  
PROPOSED SAILINGS FROM HONGKONG, 1904.

STEAMERS	TO SAIL
"ATHOLL"	About 16th Sept.
"SAGAMI"	30th Sept.
"HINDUSTAN"	8th Oct.

For Freight and further information, apply to—  
**DODWELL & CO., LD., Agents.**  
Hongkong, 9th August, 1904. [1877]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR TRIESTE (DIRECT) CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"AUSTRIA"

Captain Colletani, will be despatched as above on FRIDAY, the 30th inst., P.M.

For information as to Passage and Freight, apply to—  
**SANDER, WIELER & CO., Agents.**  
Princes Buildings, Hongkong, 3rd September, 1904. [13]

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.  
THE Steamship

"NUBIA"

Captain F. N. Tildan, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 24th SEPTEMBER, at Noon, taking passengers and cargo for the about ports in connection with the Company's s.s. "Himalaya," 6,888 tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Persia," due in London on the 6th November.

Parcels will be received at this Office until 4 p.m., the day before sailing. The contents and value of all packages are required.

For further particulars, apply to—  
**E. A. HEWITT, Superintendent.**  
Hongkong, 16th September, 1904. [1]

NATAL LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to—  
**DODWELL & CO., LIMITED, General Agents for China and Japan.**  
Hongkong, 14th August, 1904.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING,"

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 5 P.M. and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single Journey  
2nd ... 1.50  
3rd ... .90 each.

The steamer's berth is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.  
No. 216, Wing Lok Street.  
Hongkong, 27th February, 1904. [7]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.  
No. 147, Canton Road Central.  
Hongkong, 15th March, 1904. [2]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—  
From London, &c., ex s.s. "India."  
From Australia, ex s.s. "China."  
From Calcutta, ex s.s. "Palara."  
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, To-day, the 9th inst.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.  
Hongkong, 9th September, 1904. [1]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SUEVIA,"

Captain von Dohren, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 12th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA-LINE, Hongkong Office.  
Hongkong, 12th September, 1904. [20-27]

## NOTICES TO CONSIGNEES

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARAGONIA,"

FROM PORTLAND (OR.), YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

This steamer also brings the Hongkong Cargo ex the "Arabia."

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.  
Hongkong, 9th September, 1904. [14]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENLOCHY,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW, Hongkong, 8th September, 1904. [23-25]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Cargo for Hongkong ex s.s. "PRINZ HEINRICH," which steamer struck a rock near Point de Gallo has been forwarded from Singapore by the s.s. "SACHSEN," due here on or about Thursday, the 15th instant, a.m.

Consignees are requested to sign an Average Bond, and Bills of Lading will only be countersigned after a deposit of 5 per cent. of the value of the cargo has been made at our Office.

NORDEUTSCHER LLOYD, MELCHERS & CO., Agents.  
Hongkong, 12th September, 1904. [15]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 15th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by the Undersigned.

No Fire Insurance has been effected.

DAVID SASSOON & CO., LD., Agents.  
Hongkong, 12th September, 1904. [22-23]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP, LONDON AND PORTS.

THE Bucknall Line Steamship

"BAROTSE,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., To-day, the 13th inst.

Goods not cleared before the 20th inst., will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 23rd inst., or claims in connection therewith will not be recognised.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA, Agents.  
Hongkong, 13th September, 1904. [22-22]

FOR NERVOUS EXHAUSTION

CHAPOTEAU'S

Phospho Glycerate of Lime

For Nervous Troubles in Adults and Children.

SOLD IN Capsules, in Syrup, and in Wine.

Increases vital energy and nerve force. Full instructions with each bottle.

CHAPOTEAU—PARIS, FRANCE 1265-4

## SHIPPING

SHIPPING IN PORT.

STEAMERS.

ARAGONIA, German str., 3,324, B. Schuldt, 9th September, —Portland (Oregon) 31st July, General.—Portland & Asiatic Co.

ARRATON APCAR, British str., 2,931, E. Fay, 5th September, —Calcutta 20th August, General.—D. Sassoon & Co.

ATAKA, British str., 2,392, J. Park, 18th Aug., —New York 25th June, Petroleum.—Standard Oil Co.

BAROTSE, British str., 2,619, A. Lee, 13th September, —Singapore 6th Sept., General.—Nippon Yusen Kaisha.

BELGIAN KING, British str., 2,153, J. Hayton, 9th September, —Moji 3rd September, Coals.—Bradley & Co.

BREID, Norwegian str., 645, J. Falkman, 24th August, —Saigon 23rd August, Rice and Flour.—Chinese.

CHINA, American str., 5,180, D. E. Priolo, 3rd September, —San Francisco 6th Aug., and Shanghai 31st Mails and General.—P. M. S. S. Co.

CHINGYU, British str., 1,159, J. Mc D. Howie, 14th September, —Sydney 13th August, General.—Butterfield & Swire.

CHOWFA, German str., 1,955, T. Spiesen, 10th September, —Bangkok 3rd Sept., Rice and General.—Butterfield & Swire.

CRANLEY, British str., 2,903, W. E. Steele, 22nd August, —Yokohama 14th August, General.—Gibb, Livingston & Co.

CYRUS, British str., 2,171, H. Simmons, 13th September, —Moji 6th September, Coal.—Bradley & Co.

DANCE, Italian str., 1,706, Carlo Monti, 11th September, —Cardiff via Singapore 15th August, Coal.—Order.

DOTT, Norwegian str., 630, Gjevre, 9th Sept., Saigon 4th Sept., Rice.—Order.

EMPRESS OF JAPAN, British str., 3,039, Hy. Pybus, N.S.R., 7th September, —Vancouver 15th Aug. and Shanghai 4th Sept., Mails and General.—C. P. R. Co.

FAUSANG, British str., 1,410, Mitchell, 6th Sept., —Moji 1st Sept., Coal.—Jardine, Matheson & Co.

FOOSING, British str., 1,423, Thos. Arthur, 7th September, —Saigon 3rd Sept., Rice.—Jardine, Matheson & Co.

GLAUCUS, British str., 3,950, A. D. Baker, 13th Sept., —Shanghai 19th Sept., General.—Butterfield & Swire.

GREGORY APCAR, British str., 2,961, J. G. O'Brien, 12th Sept., —Calcutta via Straits 26th August, General.—David Sassoon & Co., Ltd.

HAIBOOWA, British str., 783, C. A. Mattson, 13th Sept., —Tamsui, Amoy and Swatow 12th Sept., General.—Douglas Laiprak & Co.

HUE, French str., 795, Godinard, 7th Sept., —Kwangchow 5th September, General.—A. R. Marty.

INDUM, British str., 3,100, F. Pearce, 27th August, —Sasbo 25th August, Ballast.—Gibb, Livingston & Co.

KONGWAI, German str., 997, Mollerma, 11th September, —Bangkok 4th Sept., Rice and Timber.—Butterfield & Swire.

KORAT, German str., 1,998, H. Hirboer, 16th August, —Singapore 26th July, and Bangkok 19th August, General.—Norddeutscher Lloyd.

KWANGTAI, Chinese str., 1,536, Wm. H. Laid, 15th Sept., —Shanghai 19th Sept., General.—Chinese.

LEOZAP, American steamer, 563, Yribar, 12th September, —Manila 10th Sept., General.—Order.

LYDIA, German str., 2,731, Girstenbrun, 13th September, —Moji 7th September, Coals.—Osaka Shosen Kaisha.

MACDUFF, British str., 1,841, Robt. Glegg, 13th September, —Moji 8th Sept., Coal.—Dodwell & Co.

PAKATAT, German str., 1,918, Demer, 5th Sept., —Bangkok 27th August and Swatow 14th September, General.—Butterfield & Swire.

RAON, Norwegian str., 795, A. Delekam, 8th September, —Bangkok 2nd Sept., Rice.—Order.

RUTH, British str., 1,611, R. W. Almond, 12th Sept., —Manila 10th Sept., General.—Shewan, Tomes & Co.

SHAWMUT, American str.,



